



**July 26, 2013**

**Seth Mallen, Executive Vice President**  
**Stellar Management**  
**345 Vidal Drive**  
**San Francisco, California 94132**

***Re: Parkmerced Development – M Ocean View Realignment Notification***

**Dear Mr. Mallen:**

This letter is to provide Parkmerced Investors, LLC (Parkmerced) with notice of the Muni Realignment of the M Ocean View as required under Section 3.6.9 (b) of the Development Agreement (DA) entered into between Parkmerced and the City and County of San Francisco (City), and consented to by the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors.

Specially, Section 3.6.9 (b) of the DA states:

. . . On or before the date two (2) years from the Effective Date, the City acting through the SFMTA shall provide notice to Developer indicating whether the City intends to (i) seek approval from Non-City Responsible Agencies of the original MUNI Realignment, (ii) seek approval of a modified MUNI Realignment to allow for any proposed Tier 5 Improvements (the “Modified Tier 5 MUNI Realignment”) or (iii) seek approval of both simultaneously from Non-City Responsible Agencies (collectively, the “MUNI Project”) . . . Upon notice by the City, the Parties agree to make good faith and commercially reasonable efforts to seek approval of the MUNI Project from City and Non-City Responsible Agencies, which shall include the diligent preparation and submittal by both Parties of all permit applications and information required to obtain the necessary permits or approvals.

Through this letter, SFMTA provides notice to Parkmerced that the City will seek approval of both the Original Muni Realignment and a Modified Tier 5 Muni Realignment.

The Original Muni Realignment is described in the Parkmerced Plan Documents. The Original Realignment leaves the median of 19<sup>th</sup> Avenue at Holloway Avenue, travels south through Parkmerced, and exits the development on Felix Avenue. The alignment crosses Junipero Serra Boulevard at-grade to return to the existing M Ocean View alignment on 19<sup>th</sup> Avenue.

The Modified Tier 5 Muni Realignment is currently being evaluated in the 19<sup>th</sup> Avenue Transit Study (Study). The Study is led by the San Francisco County Transportation Authority in partnership with SFMTA, the Office of Economic &

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Workforce Development, the San Francisco Planning Department, the California Department of Transportation, Parkmerced, San Francisco State University, and General Growth Properties.

The Study evaluated three Muni M Ocean View alignments north of Parkmerced and three alignments south of Parkmerced. Of these initial proposed alignments, two alignments, N-4, an aerial track on the west side of 19<sup>th</sup> Avenue, and S-3, an aerial track along Brotherhood Way, are no longer being considered.

The Study continues to evaluate the following northern alignments:

**N-1:** Below-grade crossing to the west side of 19<sup>th</sup> Avenue at Eucalyptus Drive. Continuing as a subway south on the west side of 19<sup>th</sup> Avenue. The southbound track comes up to grade after Buckingham Way. The northbound track comes up to grade after Holloway Avenue.

**N-2:** Below-grade crossing to the west side of 19<sup>th</sup> Avenue at Eucalyptus Drive. Continuing as a subway south on the west side of 19<sup>th</sup> Avenue. The tracks come up to grade sooner than the N1 realignment: southbound before Winston Drive; northbound before Buckingham Way.

And the following southern alignments:

**S-1:** Below-grade crossing from Felix Avenue underneath Junipero Serra Boulevard to 19<sup>th</sup> Avenue. Continuing south on 19<sup>th</sup> Avenue at grade on the existing M Ocean View alignment.

**S-2:** Aerial crossing from Font Boulevard across Junipero Serra Boulevard to Randolph Street. Continuing east on Randolph Street at grade on the existing M Ocean View alignment.

The Modified Tier 5 Muni Realignment will continue to be evaluated and refined through the completion of the Study in early Spring of 2014. The City is also starting to plan for the next phase of work to advance the project, assisted through receipt of a planning grant. This funding will support advancing project development, including preparation of a Project Study Report as required by the California Department of Transportation for projects affecting the state-owned right-of-way.

SFMTA bases the decision to continue to pursue both options, the Original Muni Realignment and a Modified Tier 5 Muni Realignment, on the SFMTA's participation in the 19th Avenue Transit Study, review of proposed realignments by SFMTA Construction, Safety, Transit Service Planning, Livable Streets, and Traffic Engineering staff, and the review on July 25, 2013 and endorsement of the realignments by the Transportation Advisory Staff Committee.



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SFMTA looks forward to continuing to work cooperatively with Parkmerced on the Muni Realignment. Please do not hesitate to contact me ([ed.reiskin@sfmta.com](mailto:ed.reiskin@sfmta.com), 701-4720) or Peter Albert of my staff ([peter.albert@sfmta.com](mailto:peter.albert@sfmta.com), 701-4328) if you have any questions regarding this letter or the status of the proposed Muni Realignment.

Sincerely,

A handwritten signature in black ink, appearing to read "Ed Reiskin", is positioned below the word "Sincerely,".

**Edward D. Reiskin**  
**Director of Transportation**

cc: Tamsen Drew, OEWD  
Charles Sullivan, City Attorney's Office  
Peter Albert, SFMTA